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COLOMBIA.

*Report from Bocas del Toro—Fruit port.*BOCAS DEL TORO, COLOMBIA, *April 29, 1902.*

SIR: I have the honor to make the following report of the conditions and transactions at this port during the week ended April 28, 1902:

Population according to census, not obtainable. Number of cases and deaths from yellow fever during the week, none; number of cases and deaths from smallpox during the week, none; number of cases and deaths from typhus fever during the week, none; number of cases and deaths from cholera during the week, none; number of cases and deaths from plague during the week, none; number of deaths from other causes during the week, 2. Prevailing diseases, malarial. One of the above deaths was senile exhaustion; 1 due to accidental fall in ship's hold. General sanitary condition of this port and the surrounding country during the week: Owing to the disturbed condition of the country due to the revolution, it is next to an impossibility to get a record of any kind. It can be stated positively that no infectious or contagious diseases exist in this port.

Bills of health were issued to the following vessels: April 23, steamship *Colombia*, crew, 18; number of passengers from this port, none; number of passengers in transit, none; pieces of baggage disinfected, none. April 26, steamship *Kitty*, crew, 20; number of passengers from this port, none; number of passengers in transit, none; pieces of baggage disinfected, none. April 27, steamship *Duncan*, crew, 20; number of passengers from this port, none; number of passengers in transit, none; pieces of baggage disinfected, none.

Respectfully,

PAUL OSTERHOUT,

Acting Assistant Surgeon, U. S. M. H. S.

The SURGEON-GENERAL,

*U. S. Marine-Hospital Service.**The pier and wharf at Bocas del Toro.*BOCAS DEL TORO, COLOMBIA, *May 3, 1902.*

SIR: Since my letter to the Bureau on April 23, 1902, concerning vessels loading at the wharf at the subport of Chiriqui Grande, I made a trip to the above-named place to see the wharf.

This pier with wharf is built out from the shore to deep water and is about 900 feet long, and this distance is the actual length out over the water. This pier is not wide enough to allow a footman to pass the train. The banana trains come out of the plantation and out on the wharf to the steamer. No one accompanies the train except the train crew of 3 to 5 men; the fruit is unloaded from the cars to the ship by the laborers carried from Bocas del Toro, and these wear fumigated clothing; this clothing is of one color and the same material to distinguish them from other laborers. The instructions of the fruit company to their employees (mostly Americans) are to see that the quarantine regulations are strictly carried out at the peril of their positions.

Owing to the actual length of the pier and wharf (about 900 feet) over the water, the fact that it can better be guarded as to unemployed persons and that it takes less laborers to put the fruit along side of the ship than would be employed if launches and barges were used, and having visited the place and studied it in detail leads me to believe that it is